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A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th December, 1907.

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On October 30th, at Dunmow, Essex, the wife of E. T. BORN of Canton, of a daughter. 1909.

On December 8th, at Shanghai, to Mr. and Mrs. JOSEPH WHITEHEAD, a son.

MARRIAGE.

On December 4th, at Shanghai, RICHARD POLLAK to PAULA, second daughter of Mr. and Mrs. Carl Bloch.

DEATH.

On December 8th, at Shanghai, HARRY WRIGHT, Chief Officer of the China Merchants' Steam Navigation Company's steamer "Fochi," from pneumonia, aged 60 years.

The Daily Press.

HONGKONG, DECEMBER 16TH, 1907.

The letter we have taken the liberty of reproducing from the columns of our Shanghai contemporary came too late after our own comments upon at least one Chinaman's obstructive attitude with regard to foreign railway loans to be ignored. We had to write strongly about SHERA KUNG-PAO and his politics, because always, when one has ascertained the facts, and is reasonably sure of them, *odium est oratio, cum rem agas, longinquum loqui*—or, as an impudent school-boy very freely translated to a somewhat weak-minded fool of our acquaintance, "beating about the bush is a beastly bore."

The remarkably mild and temperate argument of our contemporary's correspondent, however, deserves more gentle handling. Indeed, it was extremely foolish not to re-examine our national position, to cross-examine our conscience, on such a friendly hint that our prestige has been lowered, and our commercial hopes imperilled. We certainly shall not take offence at such criticism. The weakest position of all those taken up by this anonymous correspondent is with regard to railways, and perhaps these points were

added, on insufficient reflection, to bolster up an argument that opens much more effectively than it concludes. The suggestion that the new line from Shanghai to Chinkiang has cost too much is most unfortunate. It was Chinese opposition, and later Chinese business "smartness," that added largely to the expenditure. The *N.-G. Daily News* reports that certain Chinese effected a "corner in stone" and caused the Corporation to pay a million dollars more for ballast than they need have done under normal conditions. If British behaviour to China is to be judged solely on its connection with railway enterprises, we can hold up our heads with anybody, and in days to come the Chinese will admit that we gave more than we got. By herself, or with others less disinterested than the British have been, China would have had far less to be thankful for than she has. It is the earlier portions of the indictment that seem harder to answer, and even there, after fair consideration, there need be no hesitation in declaring that the friendly critic's feelings have run away with him. The attitude of the Municipal Council, which we are told the Chinese regard as a British body, may have appeared unnecessarily hostile and anti-Chinese at times. We also have noticed it, but naturally found it easier to understand and make allowance for than this Chinese critic does. It must be remembered that the City Fathers have had to face many "insidious attempts" to undermine their most undoubted rights—rights, which, moreover, they have again and again had the mortification of seeing treated cavalierly by the British Government or its officials from whom they expected support. The Chinese demands have not always been more considerably made than the answers to them, and if this Chinese critic lives in Shanghai, as we assume he does, he must admit that the maintenance of these rights is a matter of moment to far more Chinese than foreigners. There have been times in the history of the Settlement, indeed, when it would have been worse than foolish for the Municipal Council to risk ambiguity for the sake of politeness. An honest cause should not suffer because of plain-spoken champions. The position has been at times not unlike that of the father of a cherished daughter resenting the attentions of a suitor whose intentions were, well, not strictly honourable. The careful parent could not benefit more than did his child, by his watchful care; and it is certain that the foreigners of Shanghai have never gained anything for themselves that was not directly advantageous to the great native population that finds shelter and support, honest administration and personal liberty, between the Yangkingpang and the Point. It appears to be an old grievance that prompts the reference to "the different treatment meted out by the Council to Chinese and foreign residents," probably the exclusion of Chinese from the Public Gardens, about which many unjust things have been said. He might as well have asked that the Shanghai Club be thrown open to the Chinese public. The Gardens would be of no use to either side, were they not so managed; and is it not as if no provision had been made for the Chinese residents. However, no amount of argument is likely to overcome a really healthy prejudice; and it is not only in China that the British have had to work for others without expecting gratitude. It is pleasant to think, at least, how they would be missed, and their departure regretted, were they suddenly to leave the Chinese of Shanghai to their own resources. Perhaps the best answer of all is this, that the Chinese quite understand the power of the boycott, that there is no compulsion upon them to throw into the Settlement in increasing numbers, and that that is just what they continue to do—sufficient indication, surely, that the rule of the Shanghai City Fathers is perhaps not so intolerable to the majority as it would appear to be to a few.

Under the provisions of the Prison Ordinance, 1899, H.E. the Governor has been pleased to appoint the Rev. Father Augustin Flaszek to be a chaplain of prisons.

Mr. Pattenden having resigned membership and the post of hon. secretary of the Church Body, Mr. A. Bryer, has been appointed in his place.

Rioting took place at midnight on December 6, in Seoul. A branch police station was destroyed. One Japanese, a man, was killed, and one woman was injured.

The Harbour Master notifies in the *Gazette* that the master of the Norwegian s.s. *Progress* reports having struck an uncharted pinnacle rock having a depth of 2 fathoms. In latitude 6 deg. 7 ft. 45 in. north; longitude, 118 deg. 25 ft. 30 in. east, Baguan Island, bearing S.E. by E. mag. 2 miles.

The Registrar of Companies gives notice that at the expiration of three months the Star Fire Insurance Co. Ltd., will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The *Gazette* notifies that the Crown has under and by virtue of the provisions contained in the Crown Leases of Inland Lots Nos. 95 and 96 resumed and re-entered into and upon all those pieces or parcels of ground lying and being at Victoria in the Island of Hongkong and registered in the Land Office as Inland Lots Nos. 95 and 96.

The attention of the Hon. Mr. Hewitt, and of other public men interested in the checking of the mosquito plague in the city, may profitably be directed to the extract published on page 3 of our Saturday's issue. Doubtless some of the trees in the streets provide these little breeding pools of water, and might be looked after by a coolie with a kerosene can.

A young widow residing at Sheng Fung Lane, West Point, was found dead in her bedroom last week, and the police were summoned. They found that death was due to opium poisoning, and the woman was said to have taken her life because of the death of her husband which occurred some weeks before. She could not live alone, and wished to follow him into the unknown.

A Peking dispatch reports that the Ministry of Foreign Affairs has instructed H. E. Chang Jen-chün, Viceroy of the Yangtze provinces, to make a full report upon cases of pirates attacking British steamers on the West River and to find out the amount of damage done to the vessels. His Excellency has been further asked to settle the question of policing the River by British gunboats without delay. This was on December 7th.

On Monday, November 26, Maximo Nicolls, an American citizen, was brought before the U. S. Consular Court at Seoul on a charge of homicide, and honourably acquitted. From what we can learn, says the "Korea Daily News," it appears that the verdict was a very proper one. A Korean broke into the premises of the American mine at Taroel, and the bullet which killed him was fired by young Nicolls under great provocation. The Korean authorities were the prosecutors, but even their evidence was favourable to the prisoner.—"Kobe Herald."

A telegram from Kueilin, capital of Kwangsi province, reports that the city of Chinakuan has been occupied by a large number of insurgents, who are all well armed with rifles supplied by revolutionaries. The soldiers stationed there have been defeated. H.E. Governor Chang Ming-chi has instructed the Provincial Commander-in-Chief, General Ting Hui, speedily to suppress the rebels. His Excellency has been requested by the Peking Government to give protection to the lives and property of all foreign missionaries in that disturbed district.

Mr. Huang, who was banished from Peking some two years ago for his outspoken comments on Peking officials, and has since been at his home at Tsianing, has just been arrested, says the "P. & T. Times," together with his family for making speeches and raising \$80,000 for the development of railways without any foreign loan. There seems no reason to believe that he was inciting the people to any acts of violence, but merely preaching the doctrine of patriotic independence. It will be remembered that he was one of the two editors who started the patriotic fund, and while the country is hardly ready for the theories he preaches some sympathy is felt for him, as he appears to be an earnest man, very different from the ordinary type of agitator.

AUCTION OF DAMASCENE WORK AND EMBROIDERIES.

At the City Hall, to-day, Mr. Lammert commences a three days' auction of Japanese art productions including what the auctioneer has justifiably described as a superb collection of damascene work by the Komai family. To those who know anything of this branch of Japanese art and manufacture, the name of Komai is a guarantee of the best workmanship. The Komai family were the pioneers of damascene work, which was originally employed in decorating swords and daggers, but since 1875 specimens of the work have been turned out for export in the form of plaques, cigarette cases, miniature cabinets, necklaces, bracelets, sleeve-links, belt buckles and in various other forms. The most valuable piece in the collection is a beautiful pagoda, which is described in the catalogue as the largest piece of gold damascene work in Japan. When it was commenced it was intended for the Paris exhibition, but was not completed in time. It took six years to complete. Exhibited at the Tokyo Exhibition this year, it was awarded the gold medal, and since the close of the Exhibition it has been in Mr. Komai's store for sale, priced 7,000 yen. Now it is to be offered to the highest bidder. Mr. Komai, who has himself brought the collection to Hongkong, visitors to the auction room (St. Andrew's Hall) will be interested to note a little steel plate which shows the process of damascene manufacture. First the polished plate is very finely grooved, and the design chiselled out. Into the grooves the fine gold threads are beaten; then it goes to the oven and while in a liquid state the gold is beaten in. Then comes the lacquering and the burnishing resulting in the finished product. It is an industry requiring extraordinary patience and care.

The brocades and embroideries are a very fine display. These come from the old-established and renowned factories of Mr. Sato, of Nishijin, Kyoto, established in 1725. In addition to the damascene work and embroideries, a small quantity of Japanese silverware is included in the auction.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FLOODS IN ENGLAND.

LONDON, December 14th.

Serious floods have occurred in Southern England, causing much damage, and necessitating the suspension of traffic.

ADVANCE AUSTRALIA.

LONDON, December 14th.

The Hon. Alfred Deakin, Premier of the Commonwealth, proposes the formation of an Australian Navy, and advocates compulsory military service.

THE FIRST TEST MATCH.

LONDON, December 14th.

The Australian team closed its first innings for a total score of 300 runs, of which Hill compiled 87. The English team, in the second innings, have scored 19 runs, and no wickets have fallen.

KOREA'S CROWN PRINCE IN JAPAN.

TOKYO, December 15th.

The Crown Prince of Korea, accompanied by Prince Ito, arrived at Shimabashi to-day, and was accorded a most brilliant reception. There was a martial display in which several regiments were engaged, a feature which indicates the great importance attached to the event.

SUICIDE OF A TRUST MANAGER.

LONDON, December 12th.

The Manager of the Quebec branch of the California Safe Deposit Trust Company has committed suicide.

AMERICAN FINANCE.

LONDON, December 12th.

Congressman Fowler, Chairman of the House Committee on Banking and Currency, in a speech insisted that gold was the only proper bank reserve. If the government continued the present currency manipulations, he was of the opinion that a commercial tragedy would arise, compared with which the present would be only a pleasant summer outing.

FRENCH NAVAL MOVEMENTS.

LONDON, December 13th.

Toulon reports that orders have been received to report upon the condition of warships and crew available for service in the Pacific, for the purpose of re-informing, and providing relief drafts for Indo-China. This action, it is understood, is in view of the unrest in the Far East.

JAPANESE IN AMERICA.

LONDON, December 13th.

Strong complaints are reaching Washington regarding the increasing influx of Japanese via Mexico.

A ROYAL WEDDING.

LONDON, December 13th.

Athens announces the wedding of Prince George of Greece and Princess Marie Bonaparte, the ceremony being of the most brilliant description. The streets were ablaze with decorations.

GERMANY IN THE PERSIAN GULF.

LONDON, December 13th.

The Hamburg firm of Woonckhaus has appealed to the German Foreign Office against the seizure of the firm's warehouse, alleged to contain contraband, on Abamusa Island, Persian Gulf, by H.M.S. *Lapwing*. The Hamburg newspapers are indignant.

LIEUTENANT WOODS.

LONDON, December 13th.

Lieutenant Woods, 2nd Grenadier Guards, on the 10th instant received request from the War Office to resign his commission, otherwise he would be removed from the Army under clause 447.

THE OPIUM TRADE.

Peking, December 7th.

The Chinese Government has accepted the British Government's conditions that the gradual reduction of the Indian opium trade shall be coincident with the decrease of the production of the native drug.

CLAN FIGHT AT HUNGHOM.

A disturbance of a rather serious nature occurred between a number of Hokios and Hakkas at Hunghom on Friday. Trouble between the rivals had been brewing for some time, but the climax was reached when the gangs met, and both being armed with bamboo poles and other weapons, a free fight ensued. After some five minutes the Hakkas lost a retreat, and one of them, as he ran, told a lunking that there was a free fight at the docks. When the lunking got near the No. 1 Dock he saw a gang of men, one of whom threw a stone at him and knocked him down. He succeeded in reaching his assistant, however, and removed him to the Hunghom Police Station. There he explained affairs to Sergeant Wait who proceeded to the scene of the riot, and had a very exciting experience with two of the rioters. When he attempted to arrest them they attacked him with bamboo poles, and it was only when assistance arrived that he was enabled to secure the law-breakers. Thirteen men were arrested, and they were charged before Mr. F. A. Hazeland at the Police Court on Saturday with disorderly behaviour and fined \$10 apiece. The man who assaulted the lunking was further sentenced to fourteen days imprisonment and six hours' stocks, and for assaulting another constable he was ordered to pay an additional fine of \$10.

FIFTY LITTLE WHITE AUSTRALIANS.

It may not be generally known that the members of the Pollard Lilliputians are normally kept up to the full half-hundred, and it is also the rule with the management that the girls shall largely outnumber the boys, for the very excellent reason (as a French paper observed when the Lilliputians were in Shanghai) that it is easier to manage six girls than one boy ("c'est qu'il est plus facile conduire six fillettes qu'un garçon"). The troupe has, of course, by process of evolution, undergone material reconstruction during the three years that have transpired since their last visit to Hongkong, but they still remain a "fillette" and a "garçon" all bred, born, and trained Australian. There are four young branches of the Pollard family, together with Eva and Olive Moore (sisters of the now famous Carrie Moore), Harold Fraser, Teddy and Johnny Heints, and Teddy McNamara, are still among the principals, who will offer the Hongkong public a taste of their quality at The Theatre Royal next Saturday evening, December 21st, with "The Belle of New York." Seats may be reserved at The Robinson Piano Co.

INTERESTING TO SHIPPERS.

An order made by H.E. the Governor in Council of the Straits Settlements, and published in the current *Gazette*, reads:—

Whereas by Indian Act No. XIII of 1854 entitled "An Act to repeal Act No. VI of 1852 and to make provision for defraying the cost of the Lighthouse on Pedra Branca, and for maintaining the same, and also a Floating Light established in the Straits of Malacca, to the west of Singapore, and for the establishment and maintenance of such further lights in or near to the said Straits as may be deemed expedient," it was among other things enacted that it should be lawful for the Governor-General of India in Council from time to time to reduce the tolls payable under the said Act, in respect of all vessels or of any particular class or classes of vessels passing "The Straits Lights"; And whereas by Ordinance No. 11 of 1867 the powers vested by the said Act in the Governor-General of India in Council were vested in the Governor in Council of the Straits Settlements: It is hereby ordered by the Governor in Council as follows: On and after the 1st day of January, 1908, to tolls payable under Indian Act No. XIII of 1854 in respect of all vessels other than Straits Traders shall be as follows: If the voyage be one in the ordinary course whereof the vessel would pass all the lights mentioned in the First Schedule hereto, at the rate of twelve and a half cents for every seven tons if paid within the Colony, or at the rate of half an anna for every ton if paid in British India. If the voyage be one in the ordinary course whereof the vessel would pass any one or more of the said Lights, but not all of them, at the rate of six and a quarter cents for every seven tons if paid within the Colony or at the rate of a quarter anna for every ton if paid in British India. Provided always that no vessel shall be obliged by way of tolls than at the rate of thirty-seven and a half cents for every seven tons if paid within the Colony or at the rate of one and a half annas for every ton if paid in British India, and that all vessels described in the Second Schedule shall be exempt altogether from toll. Sailing vessels under 200 tons plying between the ports of the Colony or to or from any port or place in the Colony from or to any port or place on the coast of the Malay Peninsula to the South of the ninth degree of North Latitude or to or from any port or place in the Colony from or to any port or place on the East coast of the island of Sumatra.

THE TRADE OF CHINA.

EXPORT AGENTS FROM ENGLAND WANTED.

Sir Alexander Hodge, in his annual report on the trade of China says that a hand-to-mouth existence is the normal condition of the vast bulk of the population.

Although imports fell off as compared with 1906, heavier stocks remained unsold and undelivered, at the close of the year, which was, generally speaking, a trying and unprofitable one. Several causes contributed to this result, the chief being over-importation in anticipation of a demand which was not realised.

At present China is in need of manufacturing plant of all kinds, and she wants to buy. What would facilitate business more than anything else would be for manufacturers in the United Kingdom to combine and send out expert agents prepared to teach what is needed and the price.

It is proposed to hold in 1908 an international exhibition in Shanghai, the industrial centre and commercial metropolis of China.

LATEST STEAMER MOVEMENTS.

The *Apex* str. *Lightning* from Calcutta left Singapore on the 13th inst., and may be expected here on or about the 19th inst.

The O.P.R. str. *Montclair* left Vancouver on Friday, the 13th inst., for Hongkong via the usual ports of call.

WOODS OF WOOD?

A few days ago we published a telegram from our London correspondent reporting that Lieutenant Woods had been declared inefficient. Two days later we published the following Router's message, headed "The Fifth Lancers."

The decision of the Army Council finds Major A. V. L. Wood, D.S.O., by 19 to 11 inefficient as a regimental officer, and his retention in the service not in the interests of the Army. The reports of his superior are unbiased though abrupt, and in some instances unnecessarily strongly worded.

Both telegrams evidently referred to the same case, and the latest London papers to hand lead us to the conclusion that Router's message was wrong and our own correct. Lieutenant Woods is the officer of the 2nd Battalion Grenadier Guards, who some months ago was the central figure in an episode reflecting on the conduct of his superior officers. The matter was dealt with in manner unsatisfactory to the Lieutenant and he appealed to the Army Council for an inquiry which was granted and the Court was to commence its sittings on the 18th ult. The Court was appointed simply to collect evidence and was given no disciplinary power. The case has evidently excited a good deal of interest in military circles at home. The Court was to be composed of Major-General Sir Francis Howard, K.C.B., C.M.G., Major-General W. E. Odrington, C.V.O., C.B., and Major-General W. E. Franklin, C.B., while counsel included Lord Robert Cecil, K.C., Mr. Rufus Isaacs, K.C., and Mr. C. F. Gill, K.C.

Lieutenant Woods is twenty-six years of age, and has had seven years' service. He was gazetted to the 1st Battalion of the Grenadier Guards in 1900. In 1902 he went to the South African war, serving in the 3rd Battalion. Returning after the declaration of peace he received a medal and two clasps.

Lieutenant Woods, who is an F.R.G.S., is the elder son of Lieutenant-Colonel William Woods, who commanded the Hampshire Yeomanry 1895-1902, and is interested in many commercial undertakings.

It is evidently to this case of Lieutenant Woods that both telegrams referred. Major Wood of the Fifth Lancers was one of the officers recently placed on half-pay, but reports in the latest Home papers point to further employment for these officers at an early date.

B.H.K.Y.C.

The postponed third club race was abandoned on the afternoon of the 14th inst., owing to want of wind. "Atlas" made a good show and her sail was setting much better.

On the 14th inst. the 4th club Race was sailed—Course—Book—1 mile S.W. of Cow-coban—12 miles.

In the championship class "Dione" got the best start but was overhauled by "Verona"—just before rounding the mark. A close race between the two named, "Dione" gradually overhauling and eventually passing "Verona."

Off the Kowloon godowns "Dione" was becalmed and anchored for 2 of an hour. A similar fate befell "Verona." Finally, "Dione" managed to creep in close to the godowns and drifted up to the line where she got a breeze that carried her over.

Times of finishing were:—

Dione	3	25	46
Verona	3	47	00

"Atlas" was third, but was not timed. "Atlas" did not finish.

In the one design class, "Colleen" was first, round the Cowcuban Mark, followed by "Kathleen" and "Bonito," with "Min," sailed by Mr. C. T. Kow (which had started 1/2 an hour late, owing to being becalmed in the man-of-war anchorage), a long way in the rear.

"Kathleen" overhauled "Colleen" but both got becalmed in the harbour. "Min" seeing this, made a detour towards Stonecutters, and overhauled the other off the godown. A most exciting finish was witnessed between the three "Kathleen," sailed by Mr. Fisher, R.E., winning a fine race by 9 seconds from "Min."

Times of finishing were:—

Kathleen	3	43	47
Min	3	43	52
Colleen	3	44	10

"Bonito" was not timed. In the absence of Mr. Pollock, "Colleen" was in the able hands of Captain H. J. Walker, R.E.

LOCAL SPORT.

CRICKET.

On the Hongkong Cricket Club ground on Saturday a match was played between teams representing the plains and the hills of the Colony, the result being a win for the Plains by 138 runs and six wickets. The following are the scores and analysis—

First Innings.	
H. H. S. Lucas, b. C. C. Krickensack, b. 0	
Brewer, b. C. C. Krickensack, b. 0	
T. E. Pearce, b. C. C. Krickensack, b. 0	
H. B. Maki, b. C. C. Krickensack, b. 0	
L. L. C. Lammour, b. C. C. Krickensack, b. 0	
Brewer, b. C. C. Krickensack, b. 0	
H. B. Phillips, c. b. Fowler, b. 19	
H. D. Sharpe, c. b. Fowler, b. 1	
L. L. C. Lammour, c. b. Fowler, b. 4	
H. B. Maki, c. b. Fowler, b. 23	
H. R. Lowe, c. b. Fowler, b. 0	
A. S. Calder, b. Fowler, b. 0	
C. Kendall, b. Fowler, b. 0	
J. H. Chalmers, not out, b. 2	
Extras, b. 2	
Total, b. 81	

PLAINS.	
Capt. Krickensack, retired, b. 51	
A. A. Claxton, retired, b. 35	
Capt. Mayhew, b. M. A. I. not out, b. 20	
W. C. D. Turner, c. b. M. A. I. not out, b. 13	
Major Chitty, b. M. A. I. not out, b. 46	
E. A. Fowler, not out, b. 46	
C. M. S. Owen, b. M. A. I. not out, b. 2	
M. L. Usher, b. M. A. I. not out, b. 2	
W. F. Brewer, b. M. A. I. not out, b. 2	
Extras, b. 2	
Total, b. 229	

HILLS.	
W. F. Brewer, b. 3	
A. A. Claxton, b. 2	
H. B. Maki, b. 1	
Major Lewis, b. 2	
Extras, b. 11	
Total, b. 19	

H.K.C.C. "A" v. TELEGRAPHISTS.
The H.K.C.C. "A" team and the Telegraphists met on the Craigengower ground at Happy Valley on Saturday. The scores and analysis were—

H.K.C.C. "A" First Innings.	
Stewart, Lockhart, run out, b. 0	
J. Jacks, b. Pinkie, b. 2	
W. F. F. Swan, b. Pinkie, b. 5	
S. Moore, b. Pinkie, b. 5	
T. C. Gray, c. Wishart, b. Shields, b. 3	
S. L. Logan, run out, b. 10	
H. B. Taylor, b. Pinkie, b. 5	
T. C. Vernon, not out, b. 3	
C. Humphreys, c. Shields, b. Wright, b. 3	
E. E. Colton, c. Shields, b. Wright, b. 0	
Extras, b. 5	
Total, b. 43	

TELEGRAPHISTS First Innings.	
L. J. Wishart, run out, b. 11	
Young, b. Logan, b. 10	
Wood, c. b. Taylor, b. 10	
Powell, c. Colton, b. Taylor, b. 14	
Wright, b. Logan, b. 3	
Peake, c. Logan, b. Gray, b. 26	
Beattie, c. Colton, b. Gray, b. 2	
J. B. Wishart, b. Taylor, b. 2	
Franklin, b. Gray, b. 0	
Shields, c. b. Gray, b. 1	
Linton, not out, b. 1	
Extras, b. 9	
Total, b. 107	

HONGKONG "A" First Innings.	
A. W. Peake, b. 5	
C. E. Shields, b. 16	
Wright, b. 9	
Extras, b. 2	
Total, b. 32	

TELEGRAPHISTS v. MIDDLESEX REGIMENT.
A match was played at Happy Valley on Saturday between the Police and Middlesex Regiment, the result being a win for the latter team by five runs and three wickets. Scores and analysis are—

POLICE First Innings.	
Pitt, b. Barton, b. 0	
Lander, c. b. Sharpe, b. 23	
Edwards, b. Sharpe, b. 5	
P. P. J. Woodhouse, b. Barton, b. 7	
Moffatt, b. Barton, b. 14	
Kerr, c. Heather, b. Sharpe, b. 14	
Moody, b. Barton, b. 0	
Ogg, not out, b. 0	
Kerr, c. Rollo, b. Sharpe, b. 1	
Extras, b. 1	
Total, b. 59	

MIDDLESEX REGIMENT First Innings.	
Major Stephenson, c. Lander, b. Kerr, b. 4	
Sgt. Harford, c. Edwards, b. Irving, b. 36	
L. Col. Roberts, not out, b. 10	
B. Barton, b. Irving, b. 10	
L. Macdonald, b. Kerr, b. 0	
L. Col. Heather, c. Kerr, b. 1	
B. Col. 2 Kerr, b. 0	
Capt. Miller, not out, b. 3	
Cpt. Sharpe, b. Miles and Pto. Clegg did not bat.	
Extras, b. 4	
Total, b. 61	

BOWLING ANALYSIS.	
Police	
Sharpe, b. 8.25	
Barton, b. 8.1	
Kerr, b. 10.1	
Irving, b. 10.1	
Total, b. 72	

CRAIENGOWER v. CIVIL SERVICE.
This league match was played on Saturday on the ground of the Civil Service Club, and resulted in a win for Craiengower by 20 runs. Scores are—

CRAIENGOWER First Innings.	
A. O. Brown, b. Hutchinson, b. 5	
B. Bass, c. Jackman, b. Withall, b. 11	
E. Irving, b. Hutchinson, b. 3	
M. E. Asper, c. b. Hutchinson, b. 13	
J. H. Kitzinger, b. W. Withall, b. 0	
G. Evans, c. Jackman, b. Withall, b. 0	
Dr. F. H. Kew, b. Withall, b. 0	
L. A. Rose, b. Withall, b. 0	
E. Pestonji, not out, b. 1	
H. Rapp, c. Hutchinson, b. Withall, b. 2	
Sundries, b. 2	
Total, b. 72	

CIVIL SERVICE First Innings.	
F. A. Biddon, b. Pestonji, b. 5	
L. C. Lammour, c. Lammour, b. Brown, b. 11	
Dr. Atkinson, b. Brown, b. 11	
E. O. Hutchinson, b. Pestonji, b. 5	
E. Withall, b. W. F. Pestonji, b. 1	
H. E. Jackman, c. Kew, b. Brown, b. 1	
P. B. Adams, run out, b. 1	
A. Pile, not out, b. 0	
L. E. Brett, b. Pestonji, b. 3	
A. Dawson, run out, b. 3	
J. Mackay, b. Pestonji, b. 3	
Sundries, b. 3	
Total, b. 52	

BOWLING ANALYSIS.	
Civil Service	
R. C. Withall, b. 8.25	
E. O. Hutchinson, b. 8.1	
Total, b. 72	

DEPARTURE OF A CRICKETER.

There was a large attendance of members of the Kowloon Cricket Club at the King Edward Hotel last week to bid adieu to Mr. D. J. Mackenzie, who goes home on leave. Mr. R. T. Richardson presided, and after the Royal Toast had been honoured, proposed "Our Man." In doing so he referred to the great amount of work which the guest of the evening had done for the Club, and said he was sure all would wish him a good holiday, and that they would be pleased to welcome him back. He concluded by presenting Mr. Mackenzie with a gold pendant on behalf of the members. The recipient thanked members for their handsome token of regard, and urged on them the necessity of working together for the success of the Club. Other toasts were honoured during the evening which was devoted to song and goodfellowship.

LAWN BOWLS.

A pleasant afternoon was spent at the Kowloon Bowling Club on Saturday when members were "at home" to their friends, and finals were played off in bowling and tennis tournaments which provided some interesting sport. The weather was favourable and there was a large attendance on the greens, where an excellent programme of music was played by Macabado's string band. Light refreshments were provided by Mrs. Ritchie, wife of the President, and other ladies, while the wants of male visitors were attended to by members whose hospitality was unbounded.

The tennis singles was the first match played, the finalists being Miss Lily Logan and Miss Annie Rutter. The former scored an easy win, and quickly ended the game, the scores standing, 6-3; 6-0. The bowling matches were likewise quickly ended, the wins in each instance being substantial ones. In the Championship Mr. W. Russell beat Mr. G. E. Edwards by 21 shots to nine, while in the final for the President's prize Mr. T. Petrie fell a victim to Mr. J. Pancheson, the final score standing 21-7. The former player must have been in very bad form considering his play in the match for the Vice-President's prize.

Mr. Ritchie, the president of the Club, then extended a hearty welcome to the visitors and spoke of the great interest and keen friendly rivalry which existed in the different competitions. Then he evoked much applause by the announcement that prizes had been offered by members for a further series of tournaments which included ladies' tennis singles, gentlemen's doubles, and bowling. Mr. Ritchie concluded by asking his wife to present the following prizes—

BOWLS CHAMPIONSHIP.	
Mr. W. Russell, 1st	
Mr. G. E. Edwards, 2nd	
PRESIDENT'S PRIZE.	
Mr. J. Pancheson, 1st	
Mr. T. Petrie, 2nd	
VICE-PRESIDENT'S PRIZE.	
Mr. T. Petrie, 1st	
Mr. G. E. Edwards, 2nd	
TENNIS LADIES' SINGLES.	
Miss L. Logan, 1st	
Miss A. Rutter, 2nd	
MIXED DOUBLES.	
Mr. J. Henderson, 1st	
Mr. R. Lapsley, 2nd	
Mr. L. Logan, 2nd	
Mr. J. Wilkie, 2nd	

OTHER COMPETITIONS.
A number of bowling competitions were played during the afternoon, and the following winners were presented with spoons:—Messrs. T. Robertson, T. Skinner, D. Nielson and R. Baxter.

At the conclusion of the presentation, on the call of the President, cheers were raised to the winners, and to Mr. P. Nye, the hon. secretary, who had laboured so hard during the year in the interests of the Club.

A vote of thanks, proposed by Mr. G. T. Lloyd to Mrs. Ritchie and other ladies whose assistance had made the afternoon such an enjoyable one, was carried by acclamation, and so was Mr. T. Petrie's vote to the President, the Vice-President and the prize donors.

FOOTBALL.

H.K.F.C. v. H.M.S. "MONMOUTH."
These teams met in a Soccer match at Happy Valley on Saturday afternoon, the result being a win for the civilian team by one goal. The players were—

H.K.F.C.: Hall; Aucott and Garrett; Ironside, B. Humphreys and Coughtrie; Lamberton, Eager, Morley and C. Humphreys. H.M.S. Monmouth: Pascall; Jarvis, Rose; Case, Bingham, Wilson; Haywood, Felsam, Bronghall, Smith and Bradley.

The Club started off with one man short and were immediately forced to defend. Three of the sailors forwards were pressing on their goal, and from a passance in this instance would not. But appearances in this instance were deceptive, for their little passing game was broken up by Aucott and E. Humphreys who dug themselves into the breach and relieved the pressure. After this a corner conceded to the Monmouth was unproductive, and their outside right missed another good opportunity for a centre. The left of the sailor quintet were playing with splendid combination, but Humphreys and Aucott proved sturdy defenders, and kept them at bay until Eager and Morley relieved, the pair making a brilliant dash across the field and Eager finding the net.

Half-time—H.K.F.C. 1, H.M.S. Monmouth 0.

Play was in favour of the sailors in the first stages of the second half, and after a lengthy stoppage of the Club's captain Bronghall sent in a splendid shot which baffled Hall and equalised the scores. In the restart the Club forwards showed to advantage, Coughtrie especially being conspicuous for sterling play. The attack was not of long duration, however, for the boys in blue got away once again and bore steadily down on the Club's net. They failed to get through, and in the final stages the energy of both teams waned considerably. Towards the end of the match the sailors were forced to defend, and Eager succeeded in beating the goal keeper again before the whistle sounded.

Final—H.K.F.C. 2, H.M.S. Monmouth, 1.

H.K.F.C. v. H.M.S. "KING ALFRED."

The following have been chosen to play for the Club versus H.M.S. "King Alfred" at Happy Valley, this afternoon:—F. Kew; Aucott, and Garrett, Hall, Wall and Gregory; Turner, Wishart, Eager, Sayer, and Mead. Kick off, 5 p.m.

EVOLUTION OF HONGKONG.

(Written for the Hongkong Daily Press.)
(Continued from last Monday.)

XII.
As the East India Company for long continued to feel a sore over their loss of the profits of the trade, they not unreasonably looked for something to replace it. It was noticed that the tea-plant actually grew wild in the Assam territory, and this led to steps being taken to introduce the manufacture. With this object in view Robert Fortune, a trained botanist was sent to China shortly after the conclusion of the treaty of Nanking, with orders to procure all the information he could about the manipulation of the product and the cultivation of the plant. No better choice could have been made. Fortune made his way into the tea districts at a time when travellers in the interior could claim no protection, and so segregated himself with the people that he became a welcome visitor. He studied on the spot the whole manipulation of the plant, and secured a sufficient number of skilled natives to proceed to India, and there successfully introduced the tea-plant. The trial from these small beginnings had enormous results, and led to the headquarters of tea-culture being eventually transported from China to India and Ceylon. Although the British Government lent no aid of any sort to the new enterprise, the Indian product equally with that of China, the Chinese Government by its utter want of any fiscal policy whatever materially contributed to the result, by standing by and permitting every petty official en route to tax the article *ad libitum*.

To Robert Fortune is also to be attributed the introduction of many beautiful and useful plants into England, and his wanderings in China, no doubt in the regions traversed by him, went far to remove the prejudice against foreigners still at the time supreme throughout China. The science of botany owes to him, in connection with Sir Joseph Hooker in Assam, its first knowledge of the plants of a vast region extending from the Himalayas to the sea coast of China.

Owing partly to the obstructions placed in the way by the native authorities at Foochow, but mainly to the Chinese disinclination to change their methods, it was not till well on in the fifties that the Port of Foochow became of any importance, but about the year 1855 mainly through the exertions of some of the American merchants, the first tea commenced to come to Foochow for shipment; it was not, however, till after the treaty of Tientsin that Foochow rose into first place importance as a tea-shipping port.

From the opening of Shanghai, owing to its proximity to the largest silk producing country in the world, silk had taken its place as one of the staple exports: the most active nation in the market being Italy; itself the largest European producer. The Chinese from the earliest ages of which we have knowledge had encouraged the production, and the rearing of the worm was not thought beneath the dignity of an empress. The worm certainly was indigenous in northern China, and seems in the earliest ages to have lived on the native oak and other trees which were native to these countries. When the less robust *bombyx mori*, and mulberry cultivation came into use in central China is not recorded, but the earliest silk known in Europe, as far as we can form an opinion from the well known verse of Vergil—*Vellere ut foliis depocant* (to spin Seres?) would indicate the northern variety.

The trade would probably without external influence have continued to increase, especially as Shanghai, in contrast with the other ports, had it been favoured from the first and encouraged by a pleasant presence unperpetrated a quiet intention to see the stipulations of the Treaty observed, and who thus gained the confidence of both sides; but the great development of the trade was due to natural causes. Towards the close of the fifties a strange disease broke out amongst the silk worms of Europe, which rapidly became epidemic, and at one period threatened to destroy the whole of the production, and the silkworms of Europe must have remained idle had it not been that China came to the rescue. The export of silk at once assumed enormous importance, and it was characteristic of the great production of China in ordinary circumstances that the demand was at once met with very slight disturbance of the market. Not only was the demand for silk enormously increased, but in silk-worm, entirely new trade, that in silk-worm, adds to supply the ravages of the disease sprung up and for many years assumed considerable importance. In the year 1856, Michie estimated that the value of silk thus exported amounted in value to no less than ten millions sterling. This enormous export lasted with few interruptions till the close of the seventies, when owing to increased exports from Japan, and the discovery by Pasteur of an effective remedy for the disease, the trade for a period slackened. The spur given to the trade was, however, permanent, and we find at the present the value of silk commodities exported annually not far short of twelve millions sterling.

The consequences of this demand for Chinese silk were not confined to China but were world-wide in a degree and manner never foreseen by the nations who took part in it; it, in fact, the completely revolutionised the currency of the world. There had been a general tendency, headed by England, to simplify the monetary currency of the world, and there had in consequence a disposition to reduce all to the one

standard of gold. When Napoleon III became Emperor of the French the currency of France, nominally bimetallic, was really based on the silver five franc piece, enormous quantities of which were in circulation or looked up in the treasury. Napoleon introduced the gold coin bearing his name of the value at the time of four of these silver five franc pieces, which from their good coinage and their handiness became popular; this occurring contemporaneously with the demand for China silk, enormous quantities of these coins were melted up and sent to China, where silver demanded a fancy price, rising to a premium of as much as thirty per cent. With the recovery from disease of the European silkworm, the French five franc silver piece had practically departed from its leading place in the European currency, which became formally established on the gold basis. After the Franco-German war the indemnity was paid in gold; and Germany took the opportunity to change her standard likewise to gold; and this led to an enormous amount of silver on an already fully stocked market, with the result of a continuous drop in price, which by 1903 had fallen to considerably less than half its supposed standard value. This complete revolution in the currencies of the world where China remains now as the only silver-using country of importance in mercantile affairs, has had profound effects on the course of trade, especially in the East.

Another circumstance, also to a large extent accidental, which occurred about this period had a most important effect in altering the course of trade; this was the establishment of the Foreign Maritime Customs. While as a nation no people on the face of the earth are more capable accountants than the Chinese in their individual character as merchants or bankers, the very opposite rule is found to prevail when we consider the nation in its character as a government. At no period of its history has there been any system of accountancy between the Central Government and its subordinate. This several posts have their well understood, assessed values, and the appointee before proceeding to his post has to pay up this assessment in full, together with other undefined, but invariably demanded dues. On the other hand when he yields up his office, he is not called on to render any account of his receipts, but is expected to have not only cleared himself, but to have amassed a sufficiency to meet future promotions; in default of which his official career is considered closed.

There was thus in no part of China, before the Treaty of Nanking anything corresponding with a "Tariff," that is to say, there was no regular and invariable levy: the general ideas were defined more or less definitely, but details were left to the discretion of the collector. This was necessary, as like his superior officer, he himself had paid beforehand for his office and was expected to get amuse as he could, without raising trouble, always a *sine qua non*, out of it. As the collector was generally too wise to risk killing his goose the duty payable became in most cases a matter of private bargaining with the larger merchants, who frequently had the opportunity of selecting routes, and chose the one where facilities were greatest, and least exacting. Such was the ante-treaty system under which the Company had worked: and naturally under the operation of the treaty, to prevent its recurrence became one of the chief duties of the consuls appointed to the various ports.

(To be continued next Monday.)

"SHERLOCK HOLMES"

A large attendance listened to the Bandman Comedy Company's interpretation of Mr. A. Conan Doyle's play, "Sherlock Holmes," at the Theatre Royal on Saturday night. This exciting play afforded ample scope for Bandman's talented performers, who played with together, earned much applause throughout, and saw the curtain drop on another success. Mr. Claude King filled the rôle of "Sherlock Holmes," the detective renowned in story, to perfection, while "Professor Moriarty," the arch-criminal who was working against him was capably interpreted by Mr. Sydney T. Pease. Miss Lilian Lloyd as "Alice Faulkner," the girl who was in possession of the valuable documents for which all were searching, carried through her part admirably, while Mr. W. H. Hargreaves as "James Larrabee," Miss Florence Hamer as "Madge Larrabee," and Mr. H. Sinclair as "Sis Prince" gave brilliant interpretations of their parts. Altogether the Company, who acted with a perfect combination, were in good form, and greatly pleased these in attendance, as the frequent applause testified. To-night they stage "John Glyde's Honour," and it is anticipated that another success will be added to their long list.

THE POPE FORBIDS A ROYAL WEDDING.

DRAMATIC INTERVENTION.

Rome, November 13.
The Pope has issued an order prohibiting any Roman Catholic priest from celebrating a marriage between Princess Marie Bonaparte and Prince George of Greece or between Miss Gladys Vanderbilt and Count Eroscheny.

The Pope's prohibition of the marriage of Prince George of Greece and Princess Marie Bonaparte is due to Prince George's refusal of the Pope's unprecedented demand for a formal written contract in which both parties should bind themselves to educate the children of the marriage in the Roman Catholic faith.

The wedding, which was to have taken place in Paris, will in all probability in November, the Athens, during the last week in November, the ceremony being performed by the Greek Patriarch. Prince George is a Greek Catholic, but the bride-to-be has been brought up in the Latin rite.

The Pope's refusal to permit the marriage of Miss Gladys Vanderbilt and Count Eroscheny, the Hungarian nobleman, is due to the determination of the Vanderbilt family that the Protestant ceremony shall be performed before the Roman Catholic ceremony.

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"CLUB" SCOTCH.—Our SPECIAL BLEND.—This Whisky shows the high perfection obtained by long experience in the selecting and skill in the blending of Scotch Whiskies. The extreme softness and mellowness and the fine character are produced by great age, high quality and judicious blending. Being entirely free from saccharine, it possesses medicinal properties of exceptional value, and is unquestionably the perfection of Scotch Whiskies.

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THE CHINESE VIEW.

The following interesting letter has appeared in the North-China Daily News:—

Sir,—As an admirer of England and its people, I feel it my duty to call your attention to three or four events that have happened in the past two years which have greatly lowered British prestige in the eyes of Chinese people. Whatever might have been the shortcomings of the British policy in the Far East, there was more of less vague belief in the minds of the people that it stood for justice and fair dealing, and Britishers enjoyed on the whole a fair name that was denied to other nationalities. Were territorial aggrandizement the object of Great Britain in China, it would of course make little difference whether this fair name be allowed to remain unscathed or not, but since she desires to develop her trade and capture markets for goods, it is vitally important for her self-interest to put a stop to actions that tend to render her unpopular to the people of China and injure her moral prestige.

First and foremost, the attitude of the Municipal Council, which to the average Chinese is synonymous with British Council, towards the Chinese authorities and the Chinese residents. Anyone that has read the minutes published from week to week in your columns must have been struck with the hostility and fierceness with which the City Fathers reply to any and every communication from the Shanghai Taotai forwarded to them by the Consular Body. It seems that they see in every action of the Taotai an insidious attempt to undermine the most ancient and accepted sacred rights and privileges of the Settlement, handed down from time immemorial, and they feel bound to defend themselves from the dastardly enemy. The avowed object is of course the protection of the Chinese people in the Settlements, which is duly appreciated, but in many instances the action of the Council is too unreasonably even to gain the sympathy of the Chinese whom it was meant to benefit. The different treatment meted out by the Council to Chinese and foreign residents in matters both great and small has gradually estranged the former, and one hears of wealthy Chinese merchants starting funds for the purchase of land for a Chinese Recreation Ground, a Chinese Race Club, etc. All these incidents bode ill to the future of this great city and further injure the reputation of foreigners, particularly the Britishers.

The news of the final settlement of the Shanghai Riot Case, which has been translated in nearly all the Chinese papers, has not helped to promote a kindly feeling between the East and the West. I need not discuss the rights and wrongs of the case, but it must be patent to all that if the Chinese Government were really responsible for the Riot, the paltry sum of Tls. 50,000 should not be a sufficient penalty, while if the contrary is true, then nothing should have been demanded at all. As the case now stands, Taotai Yuan is mulcted of a sum of money, a few foreigners are, I suppose, benefited thereby, and great harm is done to British prestige.

The agitation against the Shanghai-Nanking Railway next follows to be considered. While nominally the Kiangsu people demanded the cancellation of the Agreement concluded with the British and Chinese Corporation, because it was claimed that the Agreement had lapsed, the real objection was the expenseiveness with which the line was to be constructed. The railway is now completed as far as Chinkiang, and as far as one can see the line of the Kiangsu people were not justified, for it is believed that the line is one of the most expensive in the world, and because of its over capitalization, it will never pay more than ten per cent, if even that much. The line may be one of the best in the world, but that is poor consolation to the Chinese people, who have ultimately to redeem it. It is easy to understand why the Corporation should expend such a huge sum on the construction, for according to the Agreement, it is allowed a commission of five per cent on every dollar spent.

The opposition of the Shansi people to the Peking-Hankow Railway was at one time condemned by every foreigner in China, till Dr. Morrison, the upright and courageous "Times" correspondent, dispatched his cablegram to London, exposing the doings of the Syndicate and justifying the hostility of the Shansi people. The British Minister, who had been fighting tooth and nail for his nationals, then changed his attitude and began to act reasonably, but it was too late, and British prestige had been trailed in the dust.

And now on top of all comes the opposition against the loan which the British and Chinese Corporation wishes to conclude for the construction of the Soochow-Hangchow-Ningpo Railway. The history of the whole affair is too long to be narrated here, but that the people of the two provinces are thoroughly in earnest against the acceptance of the loan admits of no doubt whatever. Again, the Chinese people claim that the preliminary Agreement signed several years ago, and again the Shanghai-Nanking Railway is pointed out as an instance of the way Chinese money is spent by a foreign syndicate. Such is the intensity of the expression of Britishers and British justice that when some one suggested that a deputation should proceed to London and fight the matter out in the Courts there or publish the details of the transaction in some big newspaper, the suggestion was thrown out because it was believed that no British court and no British newspaper would assist the Chinese, when the interests of their own people were involved.

Unfortunately, Dr. Morrison is not in Peking at present, and so we have had no authoritative expression of opinion on the merits of the case by a Britisher, but it seems to me the British Minister should be very careful in the part he is taking, for it would be suicidal to British interests, in case he should assume any attitude that is not strictly impartial.

I trust this letter will cause no offence, for no offence is meant, it is dictated solely by the desire to see Great Britain and China draw more closely to each other.

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Send us a Post Card now and we will put your Piano in perfect condition for Christmas.

Hongkong, 6th December, 1907. 37

SHARE REPORT.

Messrs Erich Georg & Co. say in their weekly share report dated

SHIPPING.

ARRIVALS.

CARL DIERCKHOFEN, German str., 774, T. Kayser, 14th Dec., Haiphong 12th and 13th Dec., Rice, Japan & Co.
 CHURCHMAN, British str., 15th Dec., Canton.
 CHURCHMAN, Chinese str., 1,177, C. Stewart, 13th Dec., Canton.
 CHURCHMAN, Chinese str., 1,177, C. Stewart, 13th Dec., Canton.
 FRITH, Norwegian str., 891, O. Andersen, 14th Dec., Haiphong 12th Dec., Rice.
 HAIFANG, British str., 1,183, J. S. Roach, 15th Dec., Focchow Dec. 12th, via Amoy 13th, and Swatow 14th, General—Donglas, Laprak & Co.
 HINANG, British str., 15th Dec., Canton.
 HUNTER, British str., 1,311, E. Frey, 15th Dec., Canton.
 IZOK, Austrian str., 1,850, M. Tien, 14th Dec., Singapore 7th Dec., General—Sander, Wieler & Co.
 IYO MARU, Japanese str., 2,918, Wm. Thompson, 15th Dec., Kobe, Moji and Shanghai 12th Dec., General—Nippon Yusen Kaisha.
 KINGING, British str., 15th Dec., Canton.
 KWANGTAN, Chinese str., 15th Dec., Canton.
 LAUREN, German str., 1,181, J. Minssen, 14th Dec., Sydney 19th Nov. and Manila 11th Dec., General—Melchers & Co.
 NINGPO, British str., 15th Dec., Canton.
 NORTON, Norwegian str., 888, Th. Seberg, 14th Dec., Haiphong 11th Dec., Rice.
 SCHUYLKILL, British str., 3,348, R. Anderson, 13th Dec., Amoy 12th Dec., General—Standard Oil Co.
 SOKU MARU, Japanese str., 1,119, T. Suruga, 14th Dec., Kobe, Moji and Shanghai 12th Dec., General—Onaka Shokun Kaisha.
 WATSHING, British str., 14th Dec., Canton.

DEPARTURES.

14th December.
 ASIA, British str., for San Francisco.
 CHUNTIANG, British str., for Amoy.
 FAUSANG, British str., for Canton.
 HANANG, British str., for Swatow.
 HANANG, German str., for Shanghai.
 HONGKONG, British str., for Haiphong.
 KAYONG, British str., for Cebu.
 KOWLOON, German str., for Haiphong.
 MAITA, British str., for Europe, &c.
 ON SANG, British str., for Singapore.
 SADO MARU, Japanese str., for Shanghai.
 ZAMRO, British str., for Manila.
 15th December.
 ANGIN, German str., for Amoy.
 CHURCHMAN, Chinese str., for Canton.
 CHURCHMAN, French str., for Haiphong.
 PETCHABURI, German str., for Bangkok.
 DRUKAN, Norwegian str., for Swatow.
 KOWLOON, British str., for Swatow.
 STANDART, Norwegian str., for Saigon.
 WATSHING, British str., for Shanghai.
 WAKAMATSU MARU, Japanese str., for Moji.
 YEMO MARU, Japanese str., for Kobe.

SHIPPING REPORTS.

The British str. *Haifang* reports: From Focchow to Amoy, fresh N. E. monsoon and fine weather. Amoy to Swatow, light N. E. monsoon and fine weather. Swatow to Hongkong, light Easterly winds and rain.

VESSELS IN DOCK.

December 14th.
 ABERDEEN DOCKS.—
 Kowloon Dock: *Neil McLeod*, Germany, *Woolrich*, Taiwan, *Glenn*, Engineer, *Borneo*, *Nippon*.
 CROMFORD DOCK.—

VESSELS ON THE BERTH

THE Company's Steamship
 "NIPPON"
 Capt. Tarabochia, will leave for the above place TO-DAY, the 16th inst., p.m.
 For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents,
 Prince's Building.
 Hongkong, 14th December, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HAITAN"
 Captain J. S. Roach, will be despatched for the above ports TO-MORROW, the 17th inst., at 10 a.m.
 For Freight or Passage apply to
 DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 18th December, 1907.

DAMPSCHEIFFS-REHDEI-UNION
 ACTION-GESSELLSCHAFT.
 FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast.)
 THE Steamship
 "ALBENGA"
 Captain Petersen, will be despatched for the above port on or about SATURDAY, the 21st December, 1907.
 For Freight, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 26th November, 1907.

TOYO RISEN KAISHA.
 SOUTH AMERICAN LINE.
 Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).
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 Steamers
 "KATHARINE PARK" 5,000 On 28th Dec.
 "KASATO MARU" 6,100 Sometime in March 1908.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 K. MATSUDA, Manager,
 York Building.
 Hongkong, 16th December, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to Bas & Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 18th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
MARSEILLES &c. VIA PORTS OF CALL.	TOURANE	Brit. str.	—	Laucou	MELCHERS & Co.	On 24th inst., at 1 p.m.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	HAUSBURG	Ger. str.	k.w.	Filler	MELCHERS & Co.	On 30th January.
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERIKA LINIE	On 9th January.
MARSEILLES, HAVRE & HAMBURG, &c.	SEGOVIA	Ger. str.	k.w.	—	MELCHERS & Co.	Middle of January.
HAVRE, ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 15th January.
HAVRE & HAMBURG VIA STRAITS, &c.	SAKONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 24th January.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	P. R. LUTFOLD	Ger. str.	—	H. Kirchner	MELCHERS & Co.	On 18th February.
TRIESTE &c. VIA SINGAPORE, &c.	SACHSEN	Ger. str.	—	Wolkovich	MELCHERS & Co.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	E. F. FERDINAND	Aus. str.	—	Matcovich	SANDER, WIELER & Co.	About 26th inst.
NEW YORK	SCHUYLKILL	Brit. str.	—	Anderson	STANDARD OIL CO.	About 14th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ALBENGA	Ger. str.	2 m.	Petersen	CARLOWITZ & Co.	About 21st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 19th inst., at 4 p.m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERO	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th Jan., at Noon.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KATHERINE PARK	Brit. str.	—	Cowley	DODWELL & Co., Ltd.	On 28th January.
AUSTRALIAN PORTS VIA PORT DARWIN, &c.	ALDERHAM	Brit. str.	—	—	TOYO KISEN KAISHA	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Brit. str.	2 m.	St. John George	UHB, LIVINGSTON & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	J. Dawson	BUTTERFIELD & SWIRE	On 1st Jan., at 4 p.m.
YOKOHAMA AND KOBE	CHINGT	Brit. str.	1 m.	J. Minssen	MELCHERS & Co.	On 2nd Jan., at 5 p.m.
JAPAN	TIPOBODAS	Dut. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 9th Jan., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	NIPPON	Aus. str.	—	E. Tarabochia	JAVA-CHINA JAPAN LIN	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	C. FRED. LAEISZ	Ger. str.	k.w.	Wagner	SANDER, WIELER & Co.	Today, p.m.
SHANGHAI	KWELIN	Brit. str.	1 m.	H. A. Harde	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	KINGING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	SOKU MARU	Jap. str.	—	K. Tashiro	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHOWANG	Ger. str.	—	Sandack	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 9 a.m.
SHANGHAI	CHOWANG	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 18th inst., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	SHANGSING	Brit. str.	1 m.	L. D. Northcombe	MELCHERS & Co.	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	HAUSBURG	Ger. str.	k.w.	Filler	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Brit. str.	—	G. M. Montford, R.N.R.	HAMBURG-AMERIKA LINIE	On 22nd inst.
SHANGHAI & VLADIVOSTOCK	St. Lucia	Rus. str.	—	—	MELCHERS & Co.	On 26th inst.
SHANGHAI	YCHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
SHANGHAI	ARADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	FOOKSANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 3 p.m.
SHANGHAI	NINGPO	Brit. str.	1 m.	Edy	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	SHINGAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 a.m.
MANILA	LONGSANG	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 22nd inst., at 4 p.m.
MANILA	RUBI	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 p.m.
MANILA	TEAN	Brit. str.	1 m.	A. Somerville	NEWMAN, TOMES & Co.	To-morrow, at 4 p.m.
MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
MANILA	YUENSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	NEWMAN, TOMES & Co.	On 28th inst., at 4 p.m.
CEBU & ILOILO	SUNGIANG	Brit. str.	1 m.	G. H. Penzance	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
SANDAKAN	MAUSANG	Brit. str.	—	E. Houghton	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	BORNEO	Ger. str.	—	F. Sembl	MELCHERS & Co.	On 18th inst., at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	KUBANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KALANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	THILWONG	Dut. str.	—	Jurjman	JAVA-CHINA JAPAN LIN	

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR SHANGHAI "KINGSING" Tuesday, 17th Dec., 4 p.m.
 FOR SHANGHAI "CHOYANG" Wednesday, 18th Dec., 4 p.m.
 FOR MANILA "LOONGSANG" Friday, 20th Dec., 4 p.m.
 FOR SANDAKAN "MAUSANG" Friday, 20th Dec., 4 p.m.
 FOR MANILA "YUENSANG" Friday, 20th Dec., 4 p.m.
 FOR MANILA "YUENSANG" Friday, 20th Dec., 4 p.m.
 FOR MANILA "YUENSANG" Friday, 20th Dec., 4 p.m.
 FOR SINGAPORE, PENANG & CALCUTTA "KUSANG" Saturday, 28th Dec., 3 p.m.
 FOR SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 7th Jan., 3 p.m.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
 Penang " 85. " 150.
 Calcutta " 165. " 250.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chafsoo, Tientsin via Chingwantan and Yangtze Ports.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
 General Managers.
 Hongkong, 16th December, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, midships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 21st December.
ZAFIRO	2540	R. Rodger	Manila	On 28th December.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 14th December, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 6th December, 1907.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
 RUSSIAN EAST ASIATIC CO., LD.,
 ST. PETERSBURG & VLADIVOSTOCK.
 SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.
 PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA AND KOBE	"SIAM"	On 21st December.
SHANGHAI AND VLADIVOSTOCK	"ST. LUCIA"	On 25th December.
MARSEILLES, HAVRE	"SIAM"	Middle of January.

For Further Particulars, apply to
 MELCHERS & Co.,
 Agents.
 Hongkong, 16th December, 1907.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

By the new steamers, "REHANIA," "HAUSBURG" and "HOHNSTAUEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILERIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.
 FOR SHANGHAI, KOBE, YOKOHAMA.
 HAUSBURG... 22nd December
 REHANIA... 22nd Jan., 1908
 HOHNSTAUEN... 22nd Feb., 1908

HOMeward.
 FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, PLYMOUTH, HAVRE, & HAMBURG.
 SCANDIA... 9th Jan., 1908
 HAUSBURG... 30th Jan., 1908
 REHANIA... 26th Feb., 1908
 HOHNSTAUEN... 26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
 C. FRED. LAEISZ... FOR SHANGHAI, KOBE & YOKOHAMA... 20th Dec.
 HAUSBURG... FOR SHANGHAI, KOBE & YOKOHAMA... 22nd Dec.
 SAKONIA... FOR SHANGHAI, KOBE & YOKOHAMA... 3th Jan., 08

NEXT SAILINGS HOMeward:
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LISBON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIAN" PERMANENT SERVICE to Arabian and Persian Gulf Ports.

SEGOVIA... HAVRE, ROTTERDAM & HAMBURG... 23rd Dec.
 SCANDIA... MARSEILLES, HAVRE & HAMBURG... 9th Jan. 08
 ARAGONIA... HAVRE & HAMBURG... 15th Jan. 08
 C. FRED. LAEISZ... ANTWERP, ROTTERDAM & HAMBURG... 24th Jan. 08
 HAUSBURG... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG... 30th Jan. 08
 SAKONIA... HAVRE & HAMBURG... 14th Feb. 08
 * Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabin midship. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C., AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
KUMERIC	6232	Cowley	On 28th January, 1908.
SHAWMUT	9606	E. V. Roberts	On 21st February, 1908.
TREMONT	9606	T. W. Garlick	On 17th March, 1908.
SUVERIC	6232	W. Shotton	On 9th April, 1908.

1 Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

* PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 12th December, 1907.

VESSELS ON THE BERTH

For NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

THE Steamship

"SCHUYLKILL,"

Captain Anderson, will be despatched as above on or about the 14th December.

For Freight, &c., apply to

STANDARD OIL CO. OF NEW YORK,

Oriental Freight Department,
 (Hotel Mansions),
 Hongkong, 2nd December, 1907. 1721

COMPAGNIE DES MESSEAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, AUSTRALIA,

ADEN, EQUATOR,

MARSEILLES, LONDON,

HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TOURANE"

Captain Lauoulin, will be despatched for MARSEILLES on TUESDAY, the 24th December, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "ABRARD BEHIE" ... 7th Jan., 08

S.S. "SALAZIE" ... 21st Jan., 08

J. MILLET, Agent.

Hongkong, 11th December, 1907. 2

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,

COLOMBO, BOMBAY, KARACHI,

ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"E. FR. FERDINAND,"

Capt. C. Matcovich, will be despatched as above on or about the 26th December.

This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardesses.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents,
 Prince's Buildings,
 Hongkong, 30th November, 1907. 3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SYRIA	About 18th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY, and YOKOHAMA	ARCADIA	About 22nd Dec.	Freight and Passage.
SHANGHAI	ARCADIA	About 27th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA	Noon, 28th Dec.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 16th December, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWEILIN"	On 16th Dec., 4 P.M.
NINGPO	"NINGPO"	On 17th Dec., 4 P.M.
MANILA	"TEAN"	On 17th Dec., 4 P.M.
SHANGHAI	"SHAOHSING"	On 21st Dec., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 23rd Dec., 4 P.M.
MANILA	"TAMING"	On 24th Dec., 4 P.M.
SHANGHAI	"YCHOOW"	On 27th Dec., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 28th Dec., 4 P.M.

MANILA ZAMBOANGA PORT DARWIN THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH

YOKOHAMA and KOBE

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 16th December, 1907.BUTTERFIELD & SWIRE,
AGENTS.CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF VESSES 11 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF CHINA" 6,000	...	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 19th Dec.	3rd Feb.
"EMPERESS OF JAPAN" 6,000	...	WEDNESDAY, 29th Jan.	22nd Feb.
"EMPERESS OF CHINA" 6,000	...	THURSDAY, 13th Feb.	2nd March
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 13th Feb.	30th March
"EMPERESS OF JAPAN" 6,000	...	THURSDAY, 13th Feb.	27th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 271.10

Intermediate on Steamers ... 240, " 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, offering superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Plaza Fire.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
SHANGHAI VIA SWATOW, "SOSHU MARU" AMOY AND FOCHOW	Capt. K. TASHIRO	WED. DAY, 18th Dec. at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th December, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SANDAKAN	"BORNEO"	Wed. day, 18th Dec., at 10 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ REGENT LUITPOLD"	Wed. day, 18th Dec., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ HILFRIED RICHARD"	About Wed. day, 18th Dec.

FOR EUROPE VIA PORTS OF CALL

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELBURN & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th December, 1907.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.
TJIPANAS	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJILATJAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 875.York Buildings, 1st Floor.
Hongkong, 10th December, 1907.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

	TONS REG.	
"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.
For Particulars, apply to—
MELBURN & CO.,
General Agents. 1883

Hongkong, 16th August, 1907.

THOS. COOK & SON,
ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.
LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.Full information on Application.
Japan Office—
14, WATER STREET, YOKOHAMA.Head Office for the Far East—
16, DES VIGUE ROAD, HONGKONG.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Safest and most Effective Aperient Regular Use.

DINNEFORD'S MAGNESIA

MAGNESIA

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient Regular Use.

DINNEFORD'S MAGNESIA

MAGNESIA

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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SPECIAL BLEND WHISKY.

NOTICES TO CONSIGNEES

THE H.A.L. Steamship

"DORTMUND"

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office, 9th December, 1907. 1915

NAVIGAZIONE GENERALE ITALIANA (Erie and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVANZO"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 16th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 10th December, 1907. 4

S.S. "ARMAND BEHIC" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoc" and "Charon", from St. Nazaire ex s.s. "Ville de Rochefort", from Bordeaux ex s.s. "Leroy Lallier" in connection with the above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 16th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 16th Dec., at 3 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 10th December, 1907. 12

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"NIPPON"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

From V-nice ex s.s. "Espero" transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 18th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELE & Co., Agents.

Hongkong, 11th December, 1907. 3

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADU MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 19th inst., will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 22nd inst., or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Hongkong, 12th December, 1907. 1973

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained at 8.00 a.m. as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Mongolia,"
From Calcutta, ex s.s. "Somali,"
From Persian Gulf ex B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 12th December, 1907. 1

SHIPPING IN PORT.

STEAMERS.

BORNEO, German str. 2,850, F. Sembill, 6th Dec.—Sandakan 30th Nov., Timber and General—Malacca 30th Nov.

CHRISTINA, British str. 1,199, F. Mooney, 9th Dec.—Tientsin Dec. 1st and Chefoo 4th, General—Jardine, Matheson & Co.

COURTFIELD, British str. 4,517, John Wiseman, 11th Dec.—Ching-Wang-Tao via Chefoo 7th Dec, Water Ballast—Gibb, Livingston & Co.

EXPRESS OF CHINA, British str. 3,016, R. Archibald, R.N.E., 19th Nov.—Vancouver B.C. 23rd October, Mails and General—C. P. R. Co.

FAUSANG, British str. 1,410, H. S. Malkin, 18th Dec.—Shanghai Dec. 8th, via Swatow 12th, General—Jardine, Matheson & Co.

FUKUOKA MARU, Japanese str. 1,847, H. Sakamoto, 12th December—Moji 7th Dec, Coal—Mitsui Bishi Goshi-Kaisha.

GERMANIA, German str. 1,714, H. Lorenzen, 12th December—Haiphong 9th Dec, Rice—Jensen & Co.

GLENNIS, British str. 2,274, Rafferty, 30th Nov.—Salina Cruz 16th Sept, General—China Commercial Co.

HINSANG, British str. 1,536, A. G. Smith, 7th Dec.—Chefoo 1st December, General—Jardine, Matheson & Co.

HOLSTEN, German str. 985, Niejahr, 11th Dec.—Swatow 10th Dec, General—Jensen & Co.

KIOSING, British str. 1,233, Loak, 11th Dec.—Shanghai 8th Dec, General—Jardine, Matheson & Co.

KONGSANG, German str. 1,292, C. Rosinsky, 12th Dec.—Bangkok 1st Dec, via Cochin 7th Dec, Rice—Butterfield & Swire.

KWANTAI, Chinese str. 1,240, Wm. H. Hunt, 11th Dec.—Shanghai 8th Dec, General—China Commercial Co.

KWEILIN, British str. 1,070, Harde, 10th Dec.—Chinglung 6th Dec, General—Butterfield & Swire.

KWONGHANG, British str. 1,428, W. Palmer, 2nd Dec.—Shanghai 26th, via Swatow 1st Dec, General—Jardine, Matheson & Co.

LAUDOW, British str. 2,436, A. L. Peterson, 4th Dec.—Moji 23rd November, Ballast—Dodwell & Co.

MAUSANG, British str. 1,844, R. Houghton, 12th Dec.—Sandakan 6th Dec, Timber and General—Jardine, Matheson & Co.

MONGOLIA, American str. 8,750, R. H. Hathaway, 13th Dec.—San Francisco 16th Nov., Mails and General—P. M. S. S. Co.

NINGPO, British str. 1,227, R. Richards, 12th Dec.—Tientsin and Swatow 11th Dec, General—Butterfield & Swire.

NIPPON, Austrian str. 4,000, Tarabochia, 11th Dec.—Trieste and Singapore 3rd Dec, General—Sander, Wiele & Co.

PAKAT, German str. 1,017, J. Wenzel, 9th Dec.—Bangkok 29th Nov, General—Butterfield & Swire.

PATANI, German str. 1,068, W. Hubner, 10th Dec.—Europe via Bangkok 27th Nov, Rice and General—Order.

PITSANULOK, German str. 1,267, D. Raimor, 18th Dec.—Bangkok 1st Dec, General—Butterfield & Swire.

SHOSU MARU, Japanese str. 1,900, M. Nemoto, 7th Dec.—Shanghai via Foochow, Amoy, and Swatow 4th Dec, General—Osaka Shosen Kaisha.

TAIWAN, British str. 1,042, J. A. Martin, 29th Nov.—Saigon 25th November, General—China Commercial Co.

TEAN, British str. 1,346, Outerbridge, 13th Dec.—Manila 10th Dec, General—Butterfield & Swire.

TELEMACRUS, British str. 1,340, Jas. Williamson, 18th Dec.—Saigon 4th Dec, Rice and General—China Commercial Co.

VICTORIA, Swedish str. 989, Hellby, 4th Dec, General—Sander, Wiele & Co.

WONGKAI, German str. 1,115, W. Rohrer, 11th Dec.—Saigon 5th Dec, Rice and General—Butterfield & Swire.

WOOLWICH, British str. 1,845, A. Stoker, 13th Nov.—Moji 8th November, Coal—Dodwell & Co.

SAILING VESSELS.

